

An aerial photograph of an airport's pavement system, showing a long runway and several intersecting taxiways. The pavement is light-colored, likely concrete or asphalt, and features various white and yellow markings. White arrows point forward along the center of the runway. Yellow arrows point to the right, indicating a taxiway. There are also yellow dashed lines and other markings on the taxiways. The surrounding area is green grass. In the bottom right corner, there is a small building, possibly an airport terminal or control tower.

# **Standards for Airport Signs Marking**

**FAA Southwest Region  
Airports Division**

# **OBJECTIVES:**



- Learn changes to:
- Standards for Airport Sign Systems  
AC 150/5340-18D
- Standards for Airport Markings AC – 150/5340-1H
- Purpose of revisions – Incorporate Changed  
Standards for POFZ & CAT II/III Ops

# OBJECTIVES:



- Promote Standardization = Safety
- Compliance Date: January 1, 2007
- “These standards are the only method of complying with the marking and signing of runways and taxiways at certificated airports.”

# Precision Object Free Zone

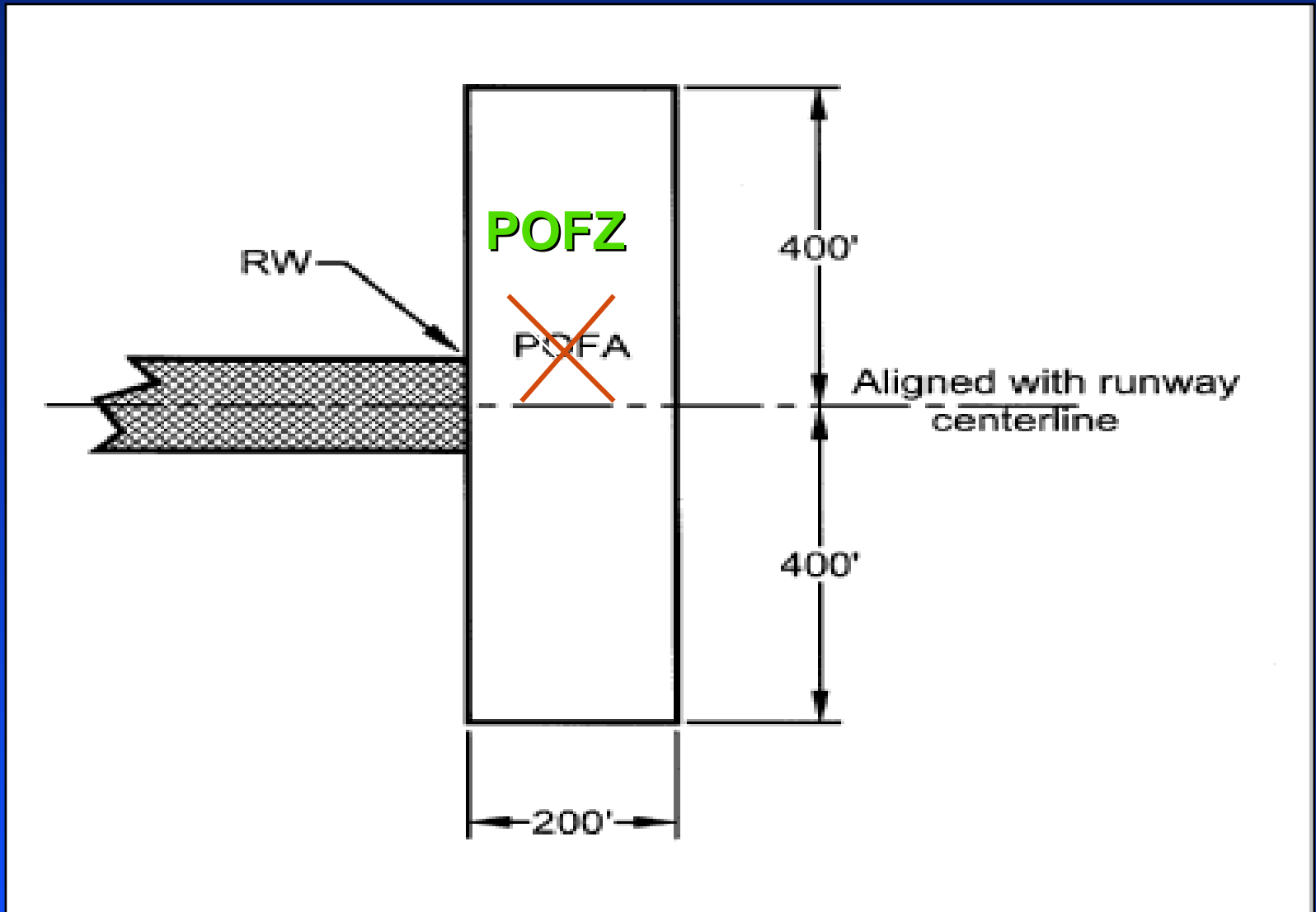
- **Change 8: Airport Design Standards**
  - ◆ Removed – Precision Object Free Area (POFA)
  - ◆ Installed – Precision Obstacle Free Zone (POFZ)
- **In Effect Only When ALL of the Following:**
  - ◆ Vertical Guided Approach
  - ◆ Ceilings Below 250' and/or less  $\frac{3}{4}$  Statute Mile/RVR below 4000'
  - ◆ Aircraft Within 2 Mile Final Approach
- **Applicable to All R/W Ends / Displaced Thresholds**
- **Effective Date January 1, 2007**

# **TERMINAL INSTRUMENT PROCEDURES**

## **TERPS**

- **Standards for separation distances for a CAT II/III Runway and a parallel taxiway**
- **Requires an aircraft under certain conditions to hold at a location other than the runway holding position**

# Precision Obstacle Free Zone (POFZ)



# Mandatory Hold Position Signs

## ■ Principal Changes:

- ◆ Hold sign for ILS standards revised to include signing POFZ boundary
- ◆ New hold sign for CAT II/III operations
- ◆ New standards require white inscriptions to be outlined in black
- ◆ Title of ILS Critical Area Boundary Sign changed to include POFZ and CAT II/III Operations
- ◆ Hold Position signs for POFZ and CAT II/III required to be lighted, if the runway is lighted



# Mandatory Signs



Figure 2. c. Holding Position Sign for Runway Approach Areas



Figure 2. d. Holding Position Sign for CAT II/III Operations



Figure 2. e. No Entry Sign



# Mandatory Hold Position Signs



Figure 2. a. Holding Position Sign



Figure 2. b. Holding Position Sign for ILS Critical Areas/Precision Obstacle Free Zone (POFZ) Boundary

# Mandatory Hold Position Sign

Figures are examples only and not drawn to scale.



Type L-858R sign array containing two message elements. Note black outline on L-858R white legend. When multiple lighted signs are used, the separation between legend panels is 3 to 12 in. (76 to 305 mm).



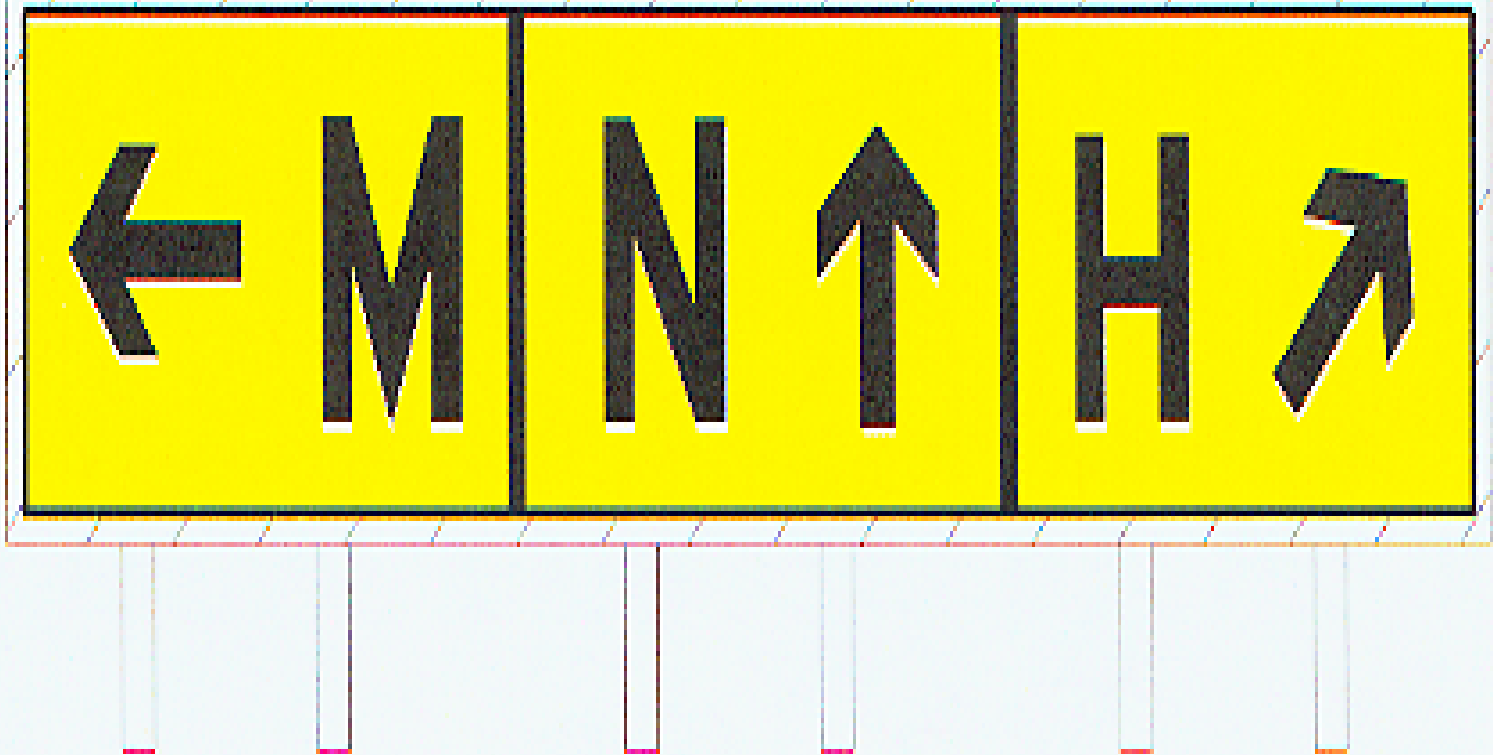
Sign array (multiple signs) which contains a Type L-858L taxiway location sign and L-858R runway holding position signs.

# Taxiway Directional Signs

## ■ Principal Changes:

- ◆ A black divider between messages
- ◆ If a black divider is not used, a location sign should be used between messages
- ◆ Examples changed to eliminate the indication of a black border around the panel

# Taxiway Directional Signs



# Taxiway Directional Signs



# Stop Sign



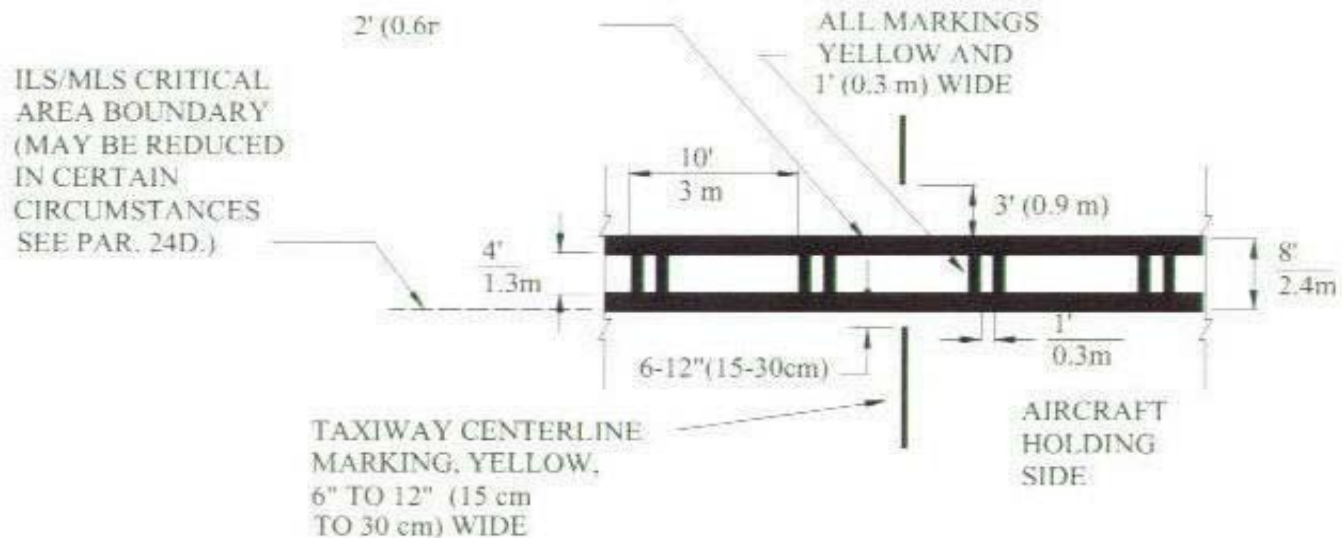
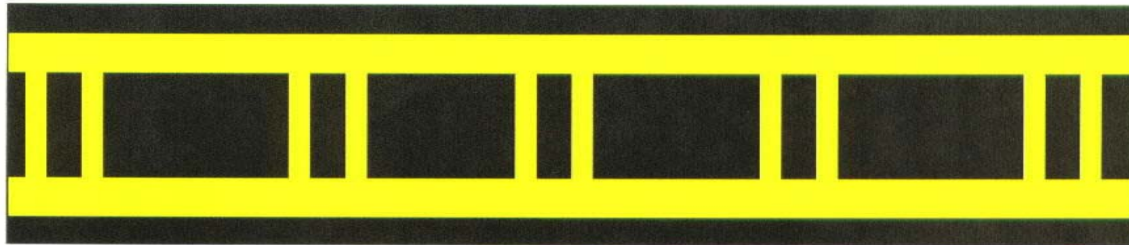
- **Principal Change:**
- **Changed wording from should install to install**
- **At each intersection of a runway or taxiway**
- **Except where there is a letter of agreement, require ATC clearance before crossing a taxiway**
- **Use a ILS sign where the road intersects the POFZ**

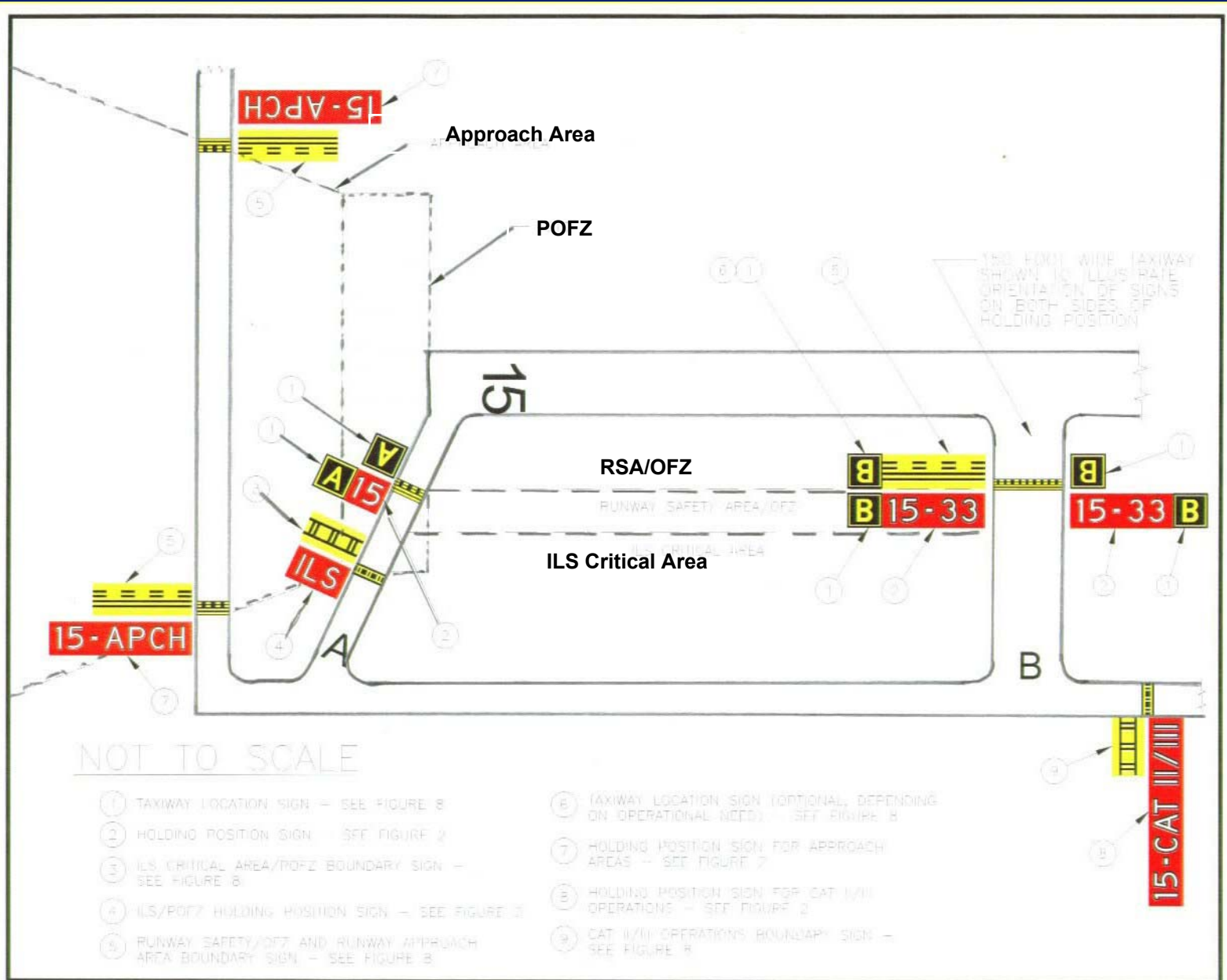
# Marking Standards

- Principal change:
- Using the ILS hold position marking for :
  - ◆ ILS Critical area boundary
  - ◆ POFZ boundary
  - ◆ CAT II/III boundary



# ILS, POFZ, and CAT II/III Marking





# **AC Design and Installation Details for Visual Aids**

- **Cancels and Combines the data in the following AC's:**
  - ◆ **150/5340-4C, R/W Centerline and Touchdown lighting Systems**
  - ◆ **150/5340-14B, Economy approach lighting**
  - ◆ **150/5340-17B, Standby power non-FAA Airport Lighting**
  - ◆ **150/5340-21, Airport Miscellaneous lighting**
  - ◆ **150/5340-23B, Supplemental Wind Cones**
  - ◆ **150/5340-24, R/W & T/W edge lighting**

# **AC Design and Installation Details for Airport Visual Aids**

## **■ AC cancellations Continued:**

- ◆ 150/5340-27A, Air-to-Ground Radio Control of Airport Lighting Systems
- ◆ 150/5340-28, Low Visibility Taxiway Lighting Systems
- ◆ 150/5340-29, Installation Details for Land And Hold Short Lighting Systems

# **AC Design and Installation Details for Airport Visual Aids**

## **■ Principal Changes:**

- ◆ Clarification of counterpoise installation
- ◆ Deleted requirement for VASI
- ◆ Added installation criteria for PAPI, AC 150/5345-28, PAPI Systems is being updated
- ◆ Created new chapter “ Fixture Mounting Bases”
- ◆ Create new chapter “Power Distribution and Control System”

# **AC Design and Installation Details for Airport Visual Aids**

## **■ Principal Changes Continued:**

- ◆ Combined all figures from various AC's**
- ◆ Include Appendix 2, “ Airport Technical Advisory” for Electromagnetic Interference (EMI)**
- ◆ Included Appendix 5, “ Typical Installation drawing for Airport Visual Aids”**

# Summary

- **Creation of POFZ - a volume of airspace**
- **Two new hold position signs for POFZ and CAT II/III operations**
- **White inscriptions outlined with black**
- **Extended use of the ILS critical area hold position sign to the POFZ and the CAT II/III boundaries**
- **Creation of AC 150/5340-30, Design and Installation Detail For Airport Visual Aids**



# References

- AC 150/5300-13, Change 8, Airport Design
- AC 150/5340-18D, Standards for Airport Sign Systems
- AC 150/5344-44G, Specifications for Taxiway and Runway Signs
- AC 150/5340-1H, Change 2, Standards for Airport Markings
- AC 150/5340-30, Design and Installation Details for Airport Visual Aids